



ADVICE-ADVOCACY-ADVENTURE ... for all cyclists

<http://www.BikeTas.org.au>

IT'S EASIER THAN YOU THINK



A
GUIDE TO
CYCLING TO WORK



Contents

Introduction	2
What are the benefits?	3
How does my employer benefits?	4
What is a reasonable distance to commute by bicycle?	5
What route should I take to work?	5
Where will I park my bike when I am at work?	6
What kind of bike do I need for commuting?	7
How can I make my bike more comfortable to ride?	7
Is my bike safe to ride?	9
What else do I need?	9
What should I wear?	11
How do I ride in traffic?	12
About Bicycle Tasmania	13
Bicycle Tasmania membership form.....	14

Introduction

People use bicycles for many different reasons and for many different purposes, from popping to the shops to racing, from an enjoyable family activity to urban deliveries. All these and the myriad other aspects of cycling accumulate a great deal of benefits for the individual, the local community and the environment.

One of the most beneficial ways to use a bike is to regularly cycle to work, this has the potential to be a lot of fun while saving you a lot of money and at the same time improving your health and fitness. For many people riding a bike to work would seem an awesome task, but having read the title you have already received the most valuable advice this handbook has to offer. Obviously any new activity requires a little effort and determination but the rewards of cycling regularly will quickly become evident as your journey to work becomes an enjoyable activity in itself.

Make a start by simply riding just a day or two a week when the weather is fine, then as the habit of riding develops and your fitness increases you may choose to ride more often. Catch a bus or drive in good conscience when it's pouring with rain or you have errands that can't be taken care of by bike. A friendly 'good morning' to a neighbour will start your journey, then a red traffic light will become a welcome break to catch your breath. As you view the traffic around you it will be hard to suppress the feeling of satisfaction inspired by being on your bike.

"It's Easier Than You Think" aims to dispel the myths, provide encouragement and information that will go a long way to ensure a smooth transition in the way you travel to work. If you have never contemplated cycle commuting or have already swapped your car for a bicycle for a few of your work related journeys **"It's Easier Than You Think"** will increase your knowledge of cycling.

This handbook is produced by Bicycle Tasmania the statewide bicycle advocacy organisation. Bicycle Tasmania would like to thank Simon Kneebone for providing the cartoons that lighten an otherwise dry subject and existing cycle commuters who proof read the drafts, provided useful advice and the wonderful quotes throughout the text.

If you are tempted to ride your bike to work one lovely sunny morning but the thought of fixing a puncture or that busy intersection seems a bit too daunting, don't panic. Bicycle Tasmania can provide advice and training to assist you in acquiring the ability and self-reliance to ride to work safely and confidently. Please contact the Ride to Work Coordinator on 03 6266 4582 or timstredwick@trump.net.au for more details.

What are the benefits?



It's Enjoyable and Fun – Riding a bike to work, of all the methods of getting there is really the only one where you are likely to arrive with a grin on your face!

“I enjoyed my ride to work every day, and I felt a major sense of achievement when I got there. My guess is that most companies though would prefer to have their employees arrive at work seeking a sense of achievement.”

Frank, participant in Bike Week Ride to Work promotion.

I'm a slimmed down, stop on a sixpence, nought to 20 in about a minute, bright green mountain bike. I'm well adapted for country and town, never known to shrink in the rain, enjoying the sun on my face and on my back. I'm nippy and fit, and most mornings and evenings I'm on top of the world. Ian.

Save Money - Cycling is the least expensive way to get to work after walking but is over four times faster. Once you have bought a bike the running costs are minimal and food is the only fuel needed! If you presently commute to work by car the money saved by cycling can be an appreciable amount, as the cost of running the smallest and cheapest of modern cars according to the RACT is around \$100 per week, though the average cost is about \$135 per week. It is possible to save the entire cost of owning and operating a second car when one family member cycles to work on a regular basis.

My wife and I have always had our own cars, but my car was spending more time sitting in the driveway at home than on the road, as I was spending more and more time on my bike. Since selling my car we really haven't missed it, sure we have to plan more but even our three teenagers have become more self reliant and do not expect a lift. They use the local bus service.
Richard, Blackmans Bay.

Improved Health and Fitness - As with any physical exercise it might be hard work at first but cycling regularly at a moderate pace is easier on your body than many other types of exercise and you will be surprised at how quickly your fitness develops. The great advantage with cycling to work is that it becomes a pleasant and regular part of your life. The Active Australia slogan “Take exercise regularly not seriously” sums it up very well, for instance cycling 7km per day (20 to 30mins) halves the risk of heart disease, for most people this distance is very easily achieved by cycle commuting.

“Three years ago I re-acquainted myself with a bicycle after recently giving up smoking, a habit I had for 30 years. The first 3 months were hard; I was overweight and obviously had a low lung capacity. I was so slow joggers would pass me but would always offer some form of encouragement. Over the first six months I lost 10 kilos, my confidence increased and my speed doubled and I was only riding 3 times a week. By 12 months I was riding home from town (20km) 4 or 5 times a week and enjoying riding in the bush on Sundays. I have found on weekends I would usually load my bike on the car and drive to somewhere to ride, these days I ride to somewhere to ride, a much more enjoyable option.

Didn't somebody once say, ‘ the journey is more important than the destination’?”
Richard, Blackmans Bay.

Save Time - If you typically exercise for two hours per week, and instead spend the same amount of time cycling to work, you will find that combining your exercise time with your commuting time can actually save time overall. You probably find once you become a proficient cyclist that there will be only a small difference between your cycle commuting time and your present method of getting to work.

Interaction With Your Community - When you are able to travel on quiet streets or the cycle way to your workplace, you are able to interact with neighbours and enjoy the scenery, as well as being one less car on the busier major streets. Local businesses benefit, as cyclists have time to notice and easily stop at the shops they past.

Use Convenient, Free Parking - A good quality lock will ensure your bike is secure especially in Tasmania where cycle theft is not a big problem. The provision of secure cycle parking near building entrances acts as a big incentive to cyclists. Whatever your destination though, you will never have a problem finding somewhere to park.

Be Environmentally Responsible – Road transport contributes a large and increasing proportion of Australian greenhouse gas emissions. Cycle commuting helps the environment by replacing greenhouse gas emitting road transport with an almost completely pollution free vehicle. By cycling 20 kilometres every week instead of driving you prevent approximately 400kg of “greenhouse gases” being released into the atmosphere a year.

And on to Greater Things - One of the biggest benefits of having built up your fitness during your regular commutes is that you will be ready for riding in organized events such as State Bike Week rides or the bi- annual Great Tasmanian Bike Ride. If you have a competitive streak, there is a wide variety of cycle racing events and clubs in Tasmania. In Hobart there are also casual and recreational rides organised by the Salamanca Cyclist’s Touring Club.



How does my employer benefit?

The health of employees is an important factor in a productive and contented workforce so employers have much to gain from their employees commuting to work by bike. First of all by increasing your fitness and general health you are likely to have less time off through sickness. Cyclists have chosen a stress reducing and enjoyable way to get to work and it has been shown that people who cycle regularly have greater job satisfaction.

If you cycle to work you may save your employer from having to provide expensive car parking space. All of these benefits and more create a good public relations image for your employer. Many businesses and government departments throughout the world are becoming cycle friendly by offering incentives to encourage their employees to cycle commute, these range from the provision of simple secure cycle parking to financial incentives and the provision of bicycles.

“We are making efforts to minimise the effects of almost continuous traffic congestion on our people and our business. Cycle commuting is a great way to cut traffic congestion and pollution, reduce stress and improve your health. By promoting cycle commuting we are trying, in short, to be part of the solution rather than the problem.”
Simon Forsyth, Hewlett Packard’s Environmental Specialist.

It is worth pointing out to your employer the benefits of encouraging cycle commuting by providing such incentives such as these, start the process by showing them this handbook.

A constructive way to communicate with your employer if there are a number of employees who commute by bicycle is to establish a workplace Bicycle User Group (BUG). BUGs can assist in establishing a pro-bike culture within a workplace and provide a coordinated voice consulting on facilities and other incentives to maintain and encourage commuter cycling. These can take the form of social events like bike break-fasts.



What is a reasonable distance to commute by bicycle?



Up to ten kilometres is an optimum distance for bike commuting for most people. Although many cyclists commute twenty-five kilometres or more each way, base your decision upon your own experience and abilities. Since most urban cyclists will average at least 15 kilometres per hour, many journeys at peak traffic times will be faster by bike especially as you will not have find a parking space then walk to your workplace.



What route should I take to work?



Plan your commuting route thoroughly to find the most pleasant route to your workplace. Practice on a weekend when there is less traffic.

Considerations in planning your cycle commuting route include:

- Quiet streets with few trucks and buses, especially at the time when you'll be riding.
- Adequate lane width allowing you to share a lane with cars.
- Check for grates, potholes, rough surfaces and gravel patches that might be a hazard to you. Report these potential dangers to the road authorities so making the journey safer for yourself and other cyclists.
- Fewer stop signs will allow you to maintain your pedaling rate (cadence), but do always stop.

- Make sure you traverse rail crossings at a right angle to the tracks.
- Relatively flat terrain is faster, but with multi-gear bikes and correct efficient pedalling technique you do not have to be frightened of hills.

In the south of the state the Hobart Bike Map will be a great help in planning your route. This map shows graded routes for cyclists, cycle paths and many other relevant features.



Where will I park my bike while I am at work?



Just as cars require secure parking to be a realistic transport option, so do bicycles. There are two basic types of parking facilities for bicycles.

Short-term bike parking devices should support the bike by the frame and should be located at or near building entrances. More appropriate for you as a cycle commuter who requires all day bike parking are facilities at your workplace that are both secure and protected from weather. These could be bike lockers, a covered bike shed, a storage room or in a covered location where security is available.

One car parking space can accommodate a covered cycle storage facility for at least 10 bikes making the provision of such a facility a very cost effective option for your employer. If there is no secure cycle parking options, your employer may consider permitting you to park your bike near your office or work site.



What kind of bike do I need for commuting?



Just about any bike in good condition can be suitable for commuting. What is most important is that your bike is comfortable, have gears appropriate for hilly terrain (as most bicycles do nowadays) and perhaps the capability to carry a small amount of work related items or shopping. Mountain bikes designed originally for off-road riding are used widely nowadays for much utility and recreational cycling, they have a wide range of gears and if fitted with road tyres are quite suitable for commuting. The wider tyres on a mountain bike are not so responsive or fast but will be more comfortable and much less liable to puncture.

Hybrid bikes as their name suggests are a combination of a mountain bike and road bike. The combination of mountain bike gears and upright riding position with a road bikes larger wheels, narrower tyres and a frame design more suited to road riding produces a very practical bike. Unlike mountain bikes, hybrids usually have fittings for luggage carrying racks and mudguards making them ideal for commuting.



How can I make my bike more comfortable to ride?



Fitting - How your bike fits you is more important than the type of bicycle you use, if you were contemplating walking to work you would ensure you were wearing comfortable shoes!

First of all the frame size relates directly to your height, standing astride your bike with feet flat on the ground there should be between 50mm and 100mm between the top tube (crossbar) and your crotch. This distance will be less for a hybrid or road bike and greater for a mountain bike especially if it has a sloping top tube.

The next important fitting is the saddle height; this is crucial for efficient and comfortable pedaling. A reliable guide for setting the correct saddle height is, with somebody holding your bike upright, to sit on the saddle with hands on the handlebars as if riding. Place your heel of your foot on a pedal and rotate the cranks backwards until the pedal is at its lowest point. Adjust the saddle height so that your leg is almost straight.

When pedaling the ball of your foot will be on the pedal and your foot will be inclined downward when the pedal is at its lowest point, this will mean that your knee will be slightly bent.

For some people that are new to cycling saddle soreness can be more of a problem than sore leg muscles, it does not take many kilometres to overcome but obviously a comfortable saddle is essential. Women will find a saddle specifically made for the female anatomy more comfortable than a narrower men's saddle. There are many different saddles available and it can occasionally take a bit of trial and error to find one that is comfortable.

Your saddle can be tilted slightly up or down or moved forward and back, finding the correct adjustment assists greatly in making the saddle comfortable. Handlebar height can be adjusted easily, this determines how upright you sit on your bike.

Gears - A wide range of gears enables the energy put into the pedals to be used more efficiently thus making hills much less daunting than they may seem.

To find out how your gears work before you ride off is a good idea as the complexity of modern multi geared bicycles can be bewildering. As the chain has to be driving the back wheel for the gear changing mechanisms to operate hang your bike up by the saddle so the back wheel is clear of the ground. The pedals are attached via the cranks to the chainset that spins on the bottom bracket bearing. If the bike is equipped with a wide range of gears the chainset will have three cogs (chainwheels).

Turn the pedals forward and operate the left hand gear control. If there is an indicator on the changer it will number the smallest chainring 1, the middle 2 and the largest 3.

As you rotate the pedals it will become obvious that when the chain is on the largest chainring (3) it is harder to turn the pedals at first but the rear wheel will spin very fast. This is highest gear of the three chainwheels. Now do the same with the chain on the smallest chainring, (1) the pedals are easier to turn and the rear wheel turns much slower. This is the lowest gear of the three chainrings.

Repeat the same process with the gears on the back wheel using the right hand changer. Of the five, six, seven, eight or even nine of the cogs or sprockets on the rear wheel the smallest will be the highest gear and the largest will be the lowest gear.

Using the two gearing systems in combination, the highest gear on the bike will be when the chain is on the largest chainwheel and the smallest sprocket. The lowest gear will be when the chain is on the smallest chainring and the largest sprocket. Avoid using the three or four smallest sprockets when on the smallest chainring and the three or four largest sprockets when on the largest chainring.

These gear combinations deflect the chain excessively to the side causing excessive wear to your chain and gear mechanisms.

Try out these gear combinations while riding in a quiet traffic free area so you are confident that you are able to identify the high and low gears. Practise until you are confident in changing through all available gears.

Cadence is the cyclist's term to describe the rate of rotation of the pedals. Novice cyclists often start pushing too hard in too high a gear, pedaling at a rate of 40-60rpm. It is not the best way to ride and develops the attitude that cycling equals hard work. By changing to a lower easier gear and spinning the pedals at a faster rate you will go further with much less effort. This faster rate should be between 70 and 90rpm. Spinning at these sort of rates with a smooth fluid action means that you are able to put a steady input to the pedals all around the pedal circle, rather than the grind of slowly pushing down hard on each pedal. If you are spinning comfortably then you are probably in the correct gear, the trick now is to keep that cadence within that range up hill and downhill to maintain the momentum of the bike. Anticipation is the key to the inevitable gear changes, changing to a lower easier gear as you feel the slightest resistance on the pedals as an uphill approaches.

Peddalling smoothly in a lower gear will get you uphill faster and with less effort than straining slowly in a high gear. As you drop down the other side and your pedals start to speed up then change to a higher gear to maintain the same cadence.

Don't forget to change down through the gears as you come to a stop, then when you start off again you will not be struggling away in a high gear.



Is my bike safe to ride?

It is essential to ensure that your bike is roadworthy. By using your bike frequently you will quickly learn when something is not quite right and most adjustments are very simple to do at home. The important things to look for are easy to identify and can be done on a daily basis as you use your bike. Some of these are important safety items such as brakes and others if left to deteriorate will be costly to fix.

- Standing next to your bike holding the handlebars, push your bike forward squeezing each brake lever one at a time. The brake lever must not come close to touching the handlebars when squeezed hard and must be able to lock up the wheel. Brake cables must slide easily in the housing and must not be frayed or rusted. Check brake shoes for excessive wear and correct alignment on the braking surface of the rim.
- Now stand over the bike putting some weight on the saddle or top tube, grasp the handlebars and squeeze the front brake lever to lock the front wheel and then rock the bike back and forth. If you detect any movement or a knocking noise, the steering bearing or "headset" might need adjustment. Visit your local bike shop for advice.
- Make sure wheel nuts or quick release levers are tight. Move each wheel side to side to check for loose bearings. The wheel should not wobble. Lift each end of the bike and spin each wheel. Look for spots where the brake blocks touch the wheel rim. If it does, the wheel might require adjustment known as "truing." Check for loose or broken spokes. Visit a bicycle shop for assistance.
- Tires should be in good condition and inflated to the correct pressure. Check the pressure with a gauge. Most tire manufacturers print the recommended pressure on the sidewall of the tire.
- While holding the front wheel still, try to turn the handlebars from side to side. If the handle bars move the stem bolt needs to be tightened.
- Try to wobble the crank arms and pedals side-to-side. If there is any movement the bottom bracket bearings require tightening or the crank arms are not securely tightened to the bottom bracket axle.

- Lubricate your chain occasionally with a light oil such as is used in sewing machines. This is especially important after riding in the rain. To get an even covering on your chain dribble oil gently onto the chain as you rotate the cranks backwards, wipe off excess oil with a rag.



What else do I need?



Tools and Spares - As cycle commuting distances are generally short you do not have to carry much in the way of tools and spares. At all times it is essential to carry a pump suitable for the valves on your bike, a spare inner tube or two and tyre levers.

If your tyres are inflated correctly and are in good condition punctures are rare. If you do get a puncture it is much easier and quicker to replace the inner tube than fix the puncture on the spot.

Sometime sharp objects that cause a puncture stay embedded in the tyre so remember to check and remove these before you fit the new tube. It is well worth practising installing a new tube so you are familiar with the process. The punctured tube can be repaired later at home. It is only worth carrying a puncture repair kit if you are touring well away from home. If your bike is safe to ride and well maintained you are very unlikely to have any major problems that will cause your bike to be unrideable. Basic bike maintenance and repair is simple, easy to learn and engenders self-reliance.

Helmet - The one essential accessory is a correctly fitting helmet conforming to Australian Standard 2063. It is important that it is the correct size, only using the padding for minor adjustments and the strap is a snug fit under your chin; it should not be able to be slipped off when fastened. The helmet when fitted correctly should not move when your head is shaken vigorously and the rim should be just visible above your eyebrows. A visor is useful protection against the sun and rain.

Toe Clips - Toe clips are an indispensable aid towards efficient pedalling by correctly positioning and holding your feet on the pedals. The straps do not have to be tight to gain these benefits and mean whatever footwear you are using it is easy to remove your feet from the pedals.

Some riders remove the straps or even cut off the strap portion of plastic toe clips to form a simple cup for the toes. These are also commercially available.

The best system to use for the correct transfer of energy is a clipless pedal system. These work like small ski bindings, cleats fixed the sole of special cycling shoes clip into the pedal with a slight downward pressure, a slight twist releases the feet easily. They are easier to use and much more efficient than toe clips but have the disadvantage of cost and the necessity of requiring a dedicated pair of cycling shoes. They enable though the most effective pedaling technique of putting a small amount of effort into driving each pedal at all stages of its rotation. This does not mean any extra effort, in fact assuming the correct gear has been chosen it makes pedalling very much more efficient.

Mudguards - Mudguards are essential unless you are never going to ride in the rain, on wet roads or get caught out by the odd shower. They not only protect you from spray thrown up by the wheels but also help keep your

bike clean too.

Rear view Mirror - A mirror is an essential accessory, especially for urban riding. It is no substitute for scanning behind before a manoeuvre but in supplementing ones hearing it is an invaluable aid help you know what is happening behind you. Can you imagine driving a car without a mirror?

Bike Lock - The risk of bike theft in Tasmania is very much less than many other cities but it is a sensible precaution to securely lock your bike especially if you are unable to bring it in to your office or other safe area in your workplace. If you need to lock your bike choose a well lit open area and invest in a high-quality lock such as a U lock or heavy-duty cable lock. These are weighty to carry around but can be left locked to your parking spot to save carrying it on your commute everyday.

Bell - It is a legal requirement to have a bell attached to your bike as well as being extremely useful in warning pedestrians of your approach on the Inter City Cycleway or other similar shared pathway.

Panniers - It is very useful to be able to carry at least a small amount of luggage on your bike such as work related items or to extend the convenience of cycle commuting and pick up a bit of shopping on the way home. A backpack will suffice for very light items but the most suitable way to carry items on a bike is to use panniers attached to a rear rack. These come in all shapes and sizes even specially made padded panniers for carrying laptop computers.

Lighting - Good lighting is essential, especially for the short days that we experience in the winter. By law you must have a steady or flashing white front light, red taillight and rear red reflector. The most commonly used rear lights are the red flashing taillights, as they are extremely effective in attracting attention and indicating to other road users that it is bicycle ahead. These are so cheap and efficient that it is a good idea to use two, one flashing and one as a steady light. It is much easier for other road users to judge your distance ahead when using a steady light.

The choice of front lights varies widely from small units that clamp to the handle bars and run on small disposable batteries, these can be a steady beam or flashing, very bright rechargeable systems using sealed gel cell batteries and finally dynamo systems that run your front light while you are riding. These choices present a myriad of advantages and disadvantages depending on how much commuting you do and the distance you are riding. Whatever your choice of lighting system it is essential that you carry spare globes, and if appropriate batteries, as your lighting is essential to completing your journey legally and safely.

What should I wear?

COMPARISON OF FRONT LIGHTING METHODS		
	Advantages	Disadvantages
<p><u>Small battery powered Front lights</u></p> <p>Steady beam</p>	<p>Low cost. Easily detached for security. Light to see the road ahead.</p>	<p>Short battery life. High financial and environmental cost if disposable batteries used.</p>
<p><u>Small battery powered Front and Rear LED lights</u></p> <p>Flashing and Steady beam</p>	<p>Low cost. Easily detached for security. Flashing red taillights good for attracting attention.. Long battery life.</p>	<p>The flashing white front lights are not effective and do not provide any light for seeing ahead.</p>
<p><u>Rechargeable systems Front</u></p>	<p>Very powerful light. Greater battery capacity. Front light permanently fixed to bike..</p>	<p>High cost. Heavy battery requiring constant charging to ensure that you have adequate light to get you home.</p>
<p><u>Dynamo Systems Front</u></p>	<p>Reliable front light when-ever required.</p>	<p>High cost. Not widely available. Most systems do not provide light when stopped.</p>



It is not necessary to wear specialised cycle clothing and it is quite feasible for some people to cycle in their work clothes. If these are unsuitable it is a simple matter of storing smarter clothes at work and wearing ordinary clothes to cycle in. A selection of work clothes can be stored in a locker using a dry cleaners or laundry service near work to save transporting them to and from your workplace regularly. Clothing that can be adjusted on the move such as a wind proof jacket that can be unzipped to keep cool on a hill then zipped up for the descent is much more efficient than constantly stopping to take off or put on layers. You will very quickly gain the experience to decide just what to wear so as to be a comfortable temperature while cycling.

Basic polar fleece jumpers and thermal clothing and a good quality waterproof jacket are an excellent combination for remaining comfortable during cold and wet cycle rides.

A good starting point for winter cycling would be gloves, a thermal top and bottom plus a polar fleece jacket with lace up boots, these are much warmer and more waterproof than trainers. This is obviously where a shower and a change of clothes at your workplace can make a big difference to your comfort and inclination to ride to work.

In summer it is better to wear a polyester shirt as they tend to wick away any moisture from the skin, cotton t-shirts tend to hold moisture and become uncomfortable.

If you are warm before you start cycling you are probably wearing too much and will quickly become uncomfortably hot once you start riding. At a fast a pace and/or wearing too much clothing you will arrive at work requiring a shower but a comfortable pace and suitable clothing will get you to work in much better shape.

“I ride to work most days (a fairly gentle 35 mins) and wear my work clothes (mostly jeans and Blunnys). The only concession to riding a bike I make is to use clips (in my case homemade Velcro ones) to stop the ends of my trousers flapping about.”
Chris, Lindisfarne.

Start as a fair weather cyclist so if you wake up to a cold wet morning remember that there is no obligation to ride your bike to work, leave it at home and catch a bus or use your car. It is still worth preparing yourself for wet conditions, as there will occasionally be days when the weather changes from a dry journey to work to a wet journey home.

The most important thing to remember, whatever clothing you choose to wear is that they should be bright for good visibility. High visibility vests such as road workers use or similar products from bike shops are the simplest method of achieving this as they can be worn over any clothing.

For night riding it is essential that you have some sort of reflective patches or strips on your clothing as they improve your visibility tremendously. Reflective bike clips or bands around your ankles are small, easily carried and extremely effective as they move as you pedal, they also keep trouser cuffs away from the chain. Some people find wearing finger-less cycling gloves an aid to comfort as they provide padding, warmth in winter and protection to the hands in the event of a fall.



How do I ride in traffic?

Many people are concerned about cycling in traffic, but the perceived danger is far greater than the reality. The benefits of the exercise far out way the small risk of being involved in an accident. Just as motorists have been trained to operate a vehicle safely on the road so training and the accumulation of skills in using your bike will build the confidence to cycle safely.

As a bike rider you have the same rights on the road as a motorist, but also the same obligations to obey all road rules and treat all other vehicles with care and courtesy. Cyclists are safer and in greater control when they act and are treated as drivers of vehicles. By cycling predictably and clearly indicating your intentions you minimise any risk to yourself and other road users.

A Few Basic Rules

- Common sense, courtesy, and confidence are the three C's of good cycling.
- Be predictable and assertive by cycling at least 1 metre out from the kerb or line of parked cars at all times. This makes you much more visible to other road users especially those approaching from the left and helps you avoid debris on the side of the road and a car door opening in your path.
- Be aware of what is happening around you as well as scanning the road ahead for hazards such as litter, drain covers and grates.
- Let other vehicles know what you intend to do well ahead by using hand signals to communicate your intentions. Scan behind and indicate clearly with your arm outstretched to the left or right if turning, pulling in to the side of the road or avoiding an obstacle. If possible make eye contact with other drivers to confirm that they are aware of your intentions.
- When turning right anticipate well ahead to allow plenty time to scan behind, signal and pick a gap in the traffic before moving right into your chosen gap. Stay in the centre of the traffic lane until clear of the junction.

- Occupy the centre of the traffic lane where situations dictate it to be the safest tactic. Such situations include; when your speed is similar to the other traffic around you, the lane width and/or oncoming traffic precludes motorised vehicles overtaking safely. It also prevents cars overtaking and suddenly turning left in front of you. Riding two abreast is legal and in these situations gives you a much greater presence on the road.
- If through taking up the lane you have built up a bit of traffic behind you let them pass as soon as it is safe to do so and give a friendly wave in acknowledgment.

The Adult Rider Course operated by Cycling South covers all of the on-road skills mentioned above as well as bike maintenance and safety checks, utilising indoor theory and practical on road sessions. The course is well worth participating in to gain confidence and skills for riding in traffic. Contact CyclingSouth, phone 6238 2107 or burnsr@mailnet.hcc.tas.gov.au.



THE BOTTOM LINE

CYCLING IS AN ENJOYABLE AND HEALTHY METHOD OF TRANSPORT



ADVICE-ADVOCACY-ADVENTURE for all cyclists

About Bicycle Tasmania

Bicycle Tasmania is the state bicycle advocate organisation. We work in a watchdog role with governments to look out for the interests of all cyclists. **Membership and support helps us to continue that work.** Bicycle Tasmania is represented on local Council bicycle committees and State Bicycle Advisory Committees. (Through affiliation with the BFA Tasmanian cyclists also have a voice nationally).

Membership includes basic 3rd party insurance and the option to buy personal accident insurance, to cover you whilst cycling, at very reasonable rates.

Members are eligible for a 10% discount with many retailers around the state.

Members receive six issues a year of our magazine "SPOKE" to keep them informed on current cycling issues and statewide events. (delivery by email if you choose)

Bicycle Tasmania members are eligible for free advice from legal practitioners who are also cyclists in the event of a cycling related incident.

Our expertise and depth of experience means we can offer useful advice on almost any bicycle-related problem.

Secretary: Andrew Heard, Phone email: andrew@verdant.com.au

Web site: <http://www.netspace.net.au/~dmurphy/bt.htm>

We meet at the Environment Centre 102 Bathurst Street Hobart on the first Thursday in each month at 5.30pm. (except Jan.)

Members and others interested are invited to attend and express their views on any cycling issues.

Membership inquiries: by email to Geraldine Lum, lum@postoffice.utas.edu.au or post ; PO Box 1050, Sandy Bay, Tasmania 7006

Membership Form

I wish to join / renew my membership to Bicycle Tasmania

Signature.....Date...../...../..... Name(print).....

please tick one

(...) **\$25.00** Single (basic 3rd party \$500 excess)

(...) **\$35.00** Household (basic 3rd party \$500 excess)

(...) **\$20.00** Student /Pensioner (basic 3rd party \$500 excess)

Business/Corporation.....

(...) **\$100.00** Corporate (includes Australian Cyclist magazine)

Address.....

.....Postcode.....Telephone(BH).....(AH).....

Email address _____@_____

Would you like our newsletter *SPOKE* as a PDF attachment? Yes / No.

Add (optional)

(ii) (...) **\$28** for one year **subscription to "Australian Cyclist" magazine.**

Address for delivery of subscription (if different from that above)

.....

.....Postcode.....

Bicycle Tasmania will forward your first years subscription to the publisher, after that it is up to you to renew directly with the publisher, if you wish, when your subscription falls due.

Add (optional)

(iii) For **personal accident insurance** with Cycle Safe (inquiries freecall 1800 639 634)

(.....) **\$50.00** Single

(.....) **\$65.00** Couple

(.....) **\$75.00** Household

Names of those to be covered by the insurance (must be living in the one household)

Policy holder.....DoB...../...../..... Occupation.....

.....

Other.....DoB...../...../.....

Other.....DoB...../...../.....

Other.....DoB...../...../.....

I have enclosed a cheque /money order made out to Bicycle Tasmania [Add (i)+options (ii)+(iii)] **Total** \$

.....

Send to: **Bicycle Tasmania Membership Secretary** PO Box 1050 Sandy Bay Tasmania. 7006